

ALFANATIC



AROC-Wisconsin Holds Fall Color Tour

by Bob Ludwigson

The day dawned sunny and warm as we assembled at Cabela's parking lot in Richfield to begin the 2024 Fall Color Tour on October 19. Eighteen people participated, including several from the Chicago chapter.

The route of this year's tour took us west through the villages of Richfield, Hubertus, Colgate, Merton, ending up in Delafield at the Delafield Brewhaus for lunch. The route was approximately 54 miles, a drive that could be accomplished in 1½ to 2 hours, depending on how aggressively one drove.



We visited some interesting attractions. First was a drive near the Holy Hill Basilica. Then came a stop at Spectacular Sculptures in Colgate. The location included hundreds of metal sculptures, some over 20 feet tall. The appeal of this attraction was evident, as while we



were there, the Mazda car club also showed up to view the sculptures. From there, the route wound through the lake country, past the Red Circle Inn, the oldest supper club in Wisconsin, and ended at the Delafield Brewhaus where we enjoyed a delicious lunch.



Due to the very warm weather we have been enjoying this fall, fall color was hard to find. It was there however, if you knew where to look. I would like to thank Randy Swanson who agreed to be my navigator. This made the trip much more enjoyable for both of us. 🍀



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Plans Jell for 2025 AROC Convention

The 2025 AROC National Convention “Where It All Began” hosted by the Chicago Alfa Romeo Owners Club (AROC) is a scant 10 months away. Organizers are working diligently to present a full program of convention activities for all attendees. The program outline for the September 15-21 event can be found in the calendar section of the AROC-USA website.

Headquarters Hotel

Holiday Inn Chicago Northwest, Crystal Lake, Illinois

Monday 9/15

- Pre-Convention Tour to Kettle Moraine and S.C. Johnson headquarters in Racine

Tuesday 9/16

- Pre-Convention Tour to Northwest Illinois, Farnsworth House, Starved Rock and Matthiessen State Parks, Illinois Waterway Locks Center

Wednesday 9/17

- Track Day, Blackhawk Farms Raceway, South Beloit, Illinois.
- Sport & Specialty Restorations & Racing open house Durand, Illinois

Thursday 9/18

- Gimmick Rally, southern Wisconsin, Lake Geneva area
- Yerkes Observatory tours for rally teams, Williams Bay, Wisconsin
- Lake Geneva scenic cruise
- AROC Board of Directors Meeting

- Tech Session 1
- Welcome Reception

Friday 9/19

- Autocross
- Area Tours
- Tech Session 2
- Social Dinner
- Midnight Show & Shine

Saturday 9/20

- Concorso
- Show & Shine
- Swap Meet
- Cocktail Reception
- Annual Banquet

Sunday 9/21

- Awards brunch

All Week (Wednesday-Saturday)

- Art and Model Show
- Vendor Room
- Car Wash

The annual convention is a great event. It is the best way to meet and mix with Alfisti from all over the U.S., and it's happening in your back yard. Don't miss it! 🍀

Volunteers Needed

Conventions don't run themselves. CAROC needs volunteers to help with the task. If you'd like to pitch in, drop a line to Cindy Bennett at cabennett113@gmail.com and let her know. 🍀

Local, Regional, and International Events Calendar, 2024 - 2025

Something missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

2025

Feb 27-March 2	Moda Miami , Biltmore Hotel, Coral Gables, Florida
March 6-9	The Amelia , Amelia Island Concours d'Elegance
April 24-27	Anantara Concorso Roma , Rome, Italy
May 16-18	SVRA Spring Vintage Weekend, Road America
June 11-21	AROC Goes to Italy , Steve Austin's Great Vacations
June 14-15	Le Mans 24-Hour Race
June 17-21	1000 Miglia , Brescia-Rome-Brescia
June 19-22	NTT Indycar Series, Road America
June 25	Tom Heinrich's Howl at the Moon Summer Solstice Happening
July 31 - Aug 3	IMSA SportsCars, Road America
Aug 17	Pebble Beach Concours d'Elegance
Sept 15-21	AROC National Convention, Crystal Lake, Illinois

2025 AROC Goes to Italy Shifts Dates

Moved to match Mille Miglia Schedule

AROC's annual Italy Tour has been rescheduled for 2025. Previously slated for June 4-14, and still showing as such on the AROC-USA website, the new dates are June 11-21. The change was necessitated by a shift in the run dates for the Mille Miglia, which will be run this year from June 17-21. Tour organizer Steve Austin's Great Vacations went into action quickly after the dates for the race were announced. A visit to Brescia on the first day of the 1000 Miglia is a key part of the itinerary. For further information, visit the [Steve Austin's Great Vacations](#) website. 🍀

Randy Swanson's Spider Is the November Alfa Owner Centerfold

Don't miss this month's *Alfa Owner* centerfold featuring Randy's 1976 Spider, Best of Show at this summer's Alfas by the Lake Sunday AROC National Convention Sunday car show. It's a treat to see our local club's cars featured in the national magazine. Sharp looking Spider, Randy! Congratulations. 🍀

Their Vintage Alfa Romeo Is Winning Rallies at 93 Years Old

Wall Street Journal, Nov 3, 2024

By A.J. Baime | Photographs by Jared Soares for WSJ



Girls On the Run, who live in Texas and Maryland, on their 1931 Alfa Romeo 6C 1750 Gran Sport Spider Zagato, as told to A.J. Baime.

Shawn: My father and mother loved classic cars. They didn't have a lot of money, but they were always driving cool stuff. I got my passion from my father, and I love everything about automobiles. The history, the stories of individual cars, the engineering. In 2011, I had the opportunity to be a co-driver in the Mille Miglia [also called 1000 Miglia], a "regularity" rally competition of over 1,000 miles in Italy that is judged on precision of driving and navigation. It's

Shawn Till, 53, a senior executive at a global testing, inspection and certification company, and his wife, Leanne, also 53, an event director for the running advocacy group

GT motorsports

Al Pinkowsky

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one of the last great historical driving events in the world. I have since competed 10 times, all but once with a friend from Spain who has a collection of family cars.

Leanne: We've been married for 28 years. While Shawn was doing these car endurance events, I was home with our three kids. My endurance events were marathons, and I ran my last one in 2019.

Shawn: In 2021, we took ownership of this 1931 Alfa Romeo, purchased from a well-known historian in the Alfa Romeo circle in Europe. Last June, I took the car to the Mille Miglia and, for the first time, Leanne came with me. Driving a classic Italian car at this event in Italy is a very special experience. [Alfa Romeo was founded in Milan in 1910.] For a car from 1931, the 6C handles incredibly well. It's a combination of nimbleness and speed. I love that it's not restored, so it shows its battle scars. It has its original

1750-cubic-centimeter straight six-cylinder super-charged engine and its original feel to it.

Leanne: This car has its driver's seat on the right, and the brake and gas pedals are switched in position. The manual transmission is a handful. So while Shawn drives, I am navigating. The maps we followed at the Mille Miglia are all in Italian, they're in kilometers and not miles, and they're very exact. There are hundreds of turns every day over the five-day event. You have to be on! Unlike running marathons, where you can follow those in front of you, here you cannot. Countless times I saw the car in front of us go straight while we needed to turn right.

Shawn: I am 6-foot-6, so we barely fit in this car. If I was 1 inch taller, we wouldn't. The pedals are so close together, I can't wear shoes, so I wear socks with rubber on the bottom. We put in the highest octane gas that we can, plus an octane boost. My degree is in engineering, and I love the engineering of this car because it's like a snapshot of elite Italian machinery of its time. In fact, an Alfa Romeo 6C 1750 won the Mille Miglia two years in a row in its day.



Leanne: We came in 26th out of something like 450 cars. We were first for an American team. The top teams got to attend a ceremony,

and we were the only ones, I think, wearing headphones for translation because we couldn't understand Italian.

Shawn: As of now, we have taken the Alfa Romeo on five distance rally events—the one in Italy, twice at the 1000 Miglia Warm Up USA centered in Middleburg, Va. (we came in first both times), and twice at the Colorado Grand. We're incredibly grateful to have these opportunities and to get to share the car with others.

Leanne: Especially kids. We let kids sit in the car when we can. It's so much fun. As for the 2023 Mille Miglia, it was grueling, it was hot, and the car broke down. But we finished and, now, Shawn has me hooked. We're planning to go back this coming June.

Write to A.J. Baime at myride@wsj.com. 🍀

TopSpeed.com Says Buy a Giulia Quad

Website [TopSpeed.com](https://www.topspeed.com) recently published a list of the 10 best 5-year old sedans available, ranked by price. Included on the list were typical models ranging from the Kia Optima SX, least expensive at an average \$17,581 to the Lexus IS350 at \$26,300. Most expensive was the Giulia Quadrifoglio, with an average price of \$37,185.

Says Top Speed:

The 2019 Alfa Romeo Giulia Quadrifoglio is a beauty and a beast. And if you are determined to buy a used mid-sized luxury sedan, this ride is worth every penny. You can get a sparkling specimen of this Italian ride for just under \$38,000 today. For something that was almost \$76,000 when it rolled out of factories, you can never go wrong with your decision to buy the QF. This Alfa Romeo Giulia builds upon its fantastic DNA and added folding seats at the back, anodized brake calipers, and an option for heated rear seats for its 2019 model.

Under the hood further solidifies its place on this best used sedan you should buy today. With its Ferrari-derived all-aluminum twin-turbocharged block, it has got enough oomph whether you want an exciting drive on city streets or on the tracks.



Pros:

- Super performance
- Pristine design
- Good roar

Cons:

- No manual gearbox
- Interior design and features can be improved
- Small trunk space compared to competition



Links of Interest

[Why it's still hammer time at Carrozzeria Touring | Classic Driver Magazine](#)

[Alfa Cup—Petrolicious](#)

[Museo Alfa Romeo—Petrolicious](#)

2025 Amelia to Feature Classic Alfas

The 2025 Amelia Island Concours d'Elegance will feature a class for Pre-War Alfa Romeos of the 1930s this year in its March 9 show. Other featured classes are "Corvette at Sebring" and "Formula 1 Cars 1950-Present." The thirtieth annual show will include seminars, dinners, and vendors. The Saturday Coffee and Caffeine and RADwood shows will supplement Sunday's main event, along with ride and drives, a Bavarian beer garden, and other concessions.

Broad Arrow is the featured auction company of the weekend while Bonhams and Gooding & Company will hold their sales during the week. For more information, visit the [website](#).

Vittorio Jano, Born to Climb to the Top of the Design World

From [ilGiornale.it](#), by Tommaso Giacomelli, January 5, 2024
Translated and edited

Vittorio Jano was a brilliant designer who took Italy to the top of the auto racing world with Alfa Romeo, Lancia, and Ferrari. His engines set the standard.



When you think of that incredible era of discovery, when inspiration, intuition, and imagination were the key ingredients for designing brilliant cars, one of the first names that comes to mind is that of Vittorio Jano. The designer, born in the province of Turin to a family of Hungarian origin, had the mark of a winner. His fertile mind allowed him to create a series of fast and extraordinary machines from the '30s through the '50s. Enzo Ferrari himself, a man who knew a lot

about engines, greatly admired Jano. Although neither of them held formal engineering degrees, both could claim the title by virtue of their innovation and accomplishments in the realm of auto design. Jano had less luck than Ferrari but his chapter in the annals of Italian motoring is nonetheless filled with accomplishments.

The First Steps at Fiat

Vittorio Jano was born Viktor Janos, and was encouraged to take up technical studies by his father, Francesco, head technician at the Arsenale Nuovo in Turin. His schooling led him to graduate from the Istituto Professionale Operaio, and in 1909 he began working at the Turin Rapid Automobile Company (STAR) where he worked for two years while attending night school, studying mechanical drawing.

In 1911, he was hired by Fiat as a medium draftsman, but in a short time he was noticed by the new manager of the design office Giulio Cesare Cappa, who in 1914 made him his right-hand man, paired with Oreste Lardone. As Cappa's assistant, Jano gained significant technical experience, especially with race cars. He remained at Fiat until 1923, when, thanks to the efforts of Enzo Ferrari, he moved to Alfa Romeo, replacing Giuseppe Merosi.

Victories with the Biscione

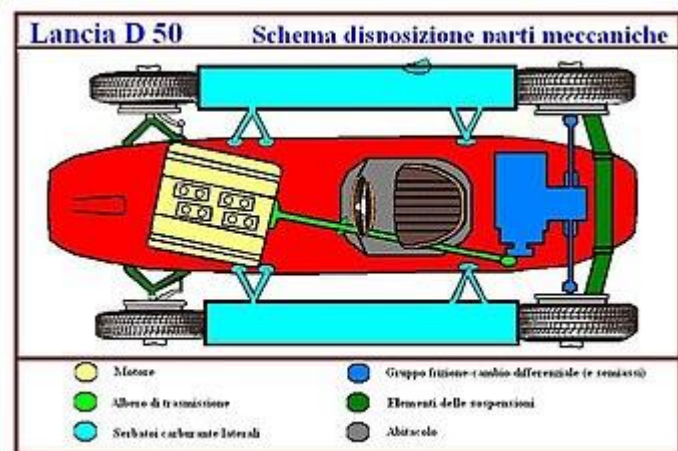
Arriving in Milan, Vittorio Jano made significant contributions, helping establish Alfa Romeo as a leading worldwide brand through its racing victories. Owner Nicola Romeo did not expect miracles from Jano. "Listen," he said, "I don't expect you to design me a world-beater, but I would like the car to make a good impression, to create a personal identity for the brand." Jano's contributions went far beyond Romeo's modest expectations.



Fast and powerful engines are needed to compete at the top, so Jano first put his signature on an 8-cylinder inline engine intended for the Alfa Romeo P2 grand prix racecar, then conceived a 6-cylinder motor with double overhead camshafts for the Alfa Romeo 6C 1500. Other brilliant engines, culminating with the 1937 V12 design, followed. Thanks to his creations, the Biscione won the first World Manufacturers Championship in 1925, adding the silver laurel wreath to its badge in commemoration.

From War to the Spear

In the midst of his triumphs and satisfactions with Alfa Romeo, WWII broke out, upsetting lives and destroying dreams. His only son, Francesco, died of a lung disease while in the military. The lives of Vittorio and his wife, Rosina, were never the same. With Italy finally at peace and rebuilding, Jano decided to return to Turin, joining Lancia.

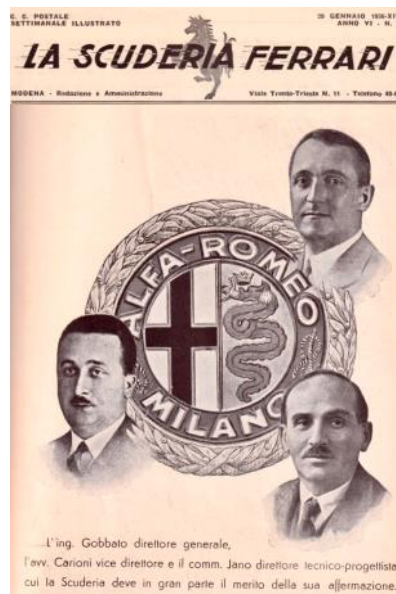


Gianni Lancia, galvanized by the success of the Jano-designed D20 and D24 sports cars, decided to focus on Formula 1 as the marque's next target. Jano designed the new D50. After a long development period, the sophisticated and avant-garde car was successful, but after their lead driver, Alberto Ascari, was killed at Monza testing a Ferrari, everything fell apart. The Lancia team, having lost its captain, decided to suspend competitive activity. Soon afterward, ownership of Lancia passed from its founders to the Pesenti family and the entire racing program was handed to Enzo Ferrari.

Consultant for Ferrari and the Tragic End

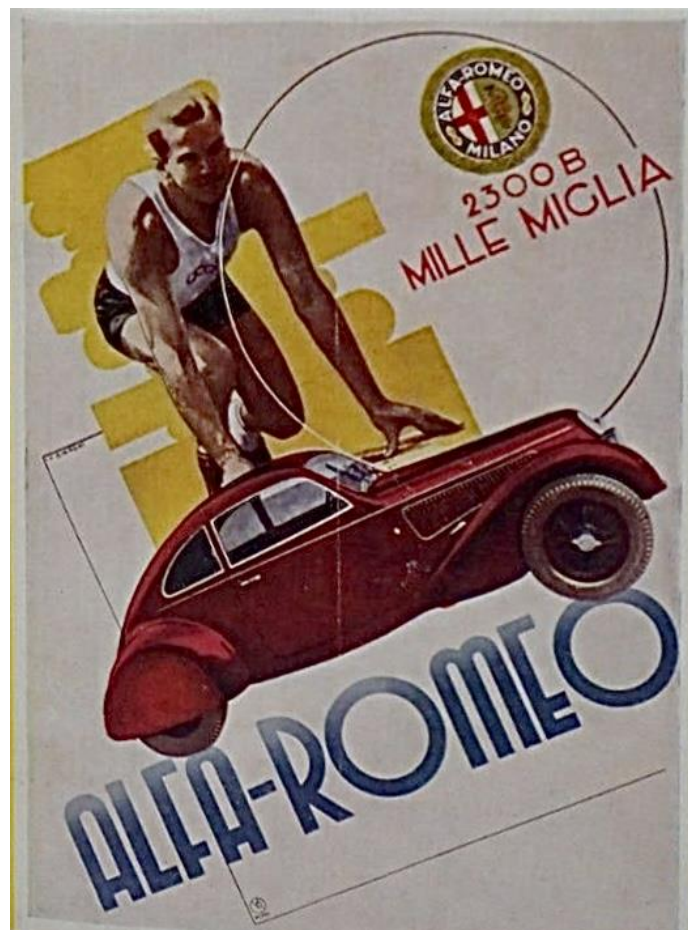
In 1956, Juan Manuel Fangio led Ferrari to its first world title with a car that was developed from Jano's Lancia D50. With Ferrari, Jano was the design force behind the early Ferrari V12s and the "Dino" V6.

Sadly, on March 14, 1965, Jano took his own life with a gunshot to the head. The legendary designer killed himself at the age of 74, without leaving a note. It is speculated that he had recently learned that he was incurably ill. "He lived as a strong man and as a strong man he left us." With these words, Enzo Ferrari paid homage to the life of Vittorio Jano, a man who brought Italy to the top of the racing world. 🍀



Text: "Eng. Gobba to general manager, the lawyer. Carioni deputy director and comm. Jano technical director-designer to whom the Scuderia largely owes the credit for its success."

Thanks to John Chowaniak



Classifieds

Alfanatic will post brief non-commercial classifieds for members and friends at no charge. Email the [editors](#) to make a submission.

Wanted

Your classified ads! Posted free! Let us know.

For Sale

1958 Alfa Romeo Giulietta Spider Veloce 750F



Fully restored both mechanically and cosmetically with attention to details. These include the original livery as documented by the Alfa Romeo Certificato Di Origine. More importantly the Certificato validates the present chassis and engine numbers are those the Giulietta left the factory with in 1958. A touchstone piece incorporating Alfa Romeo World Championship winning technology wrapped in timeless Pininfarina coachwork. Selling price \$135,000. Ring or text Kevin Caulfield 612 702 8520.

1969 Alfa Romeo 1750 GT Veloce

USA specification. Very original and complete. Most documentation from new. An unrestored gem, that presents, runs, and drives well. \$46,800. Located in West Michigan. Contact: gerryalbers@yahoo.com

1971 Alfa Spider Veloce

I find myself in the position of having to sell my 1971 1750 Spider Veloce. My husband and I loved the car, (and have been members of the Alfa Club for years) but my husband passed away and it's just too much for me. As you know, Alfas need to be driven and I hate seeing this one just sit. It could use some body

work, but it runs like a champ. The carburetors have been modified but everything else is original, except the brakes have been replaced and just general maintenance. We've owned the car since 1973 so it's basically a two-owner car.

For more details and photo regarding this Alfa, go to the AROC website and check out the Alfa Marketplace. Laurie Larsen (LLarsen@ghmti.gov) (West Michigan)

1977 Alfa Spider Veloce (mid-Michigan)

My 77 Spider Veloce has had the body totally redone and the engine, including the rebuilt Spica pump is great. But some gaskets need replacing and I am too old and mechanically challenged to take that on. Manuals and repair records, as well as several years of the *Alfa Owner* are also included. I will only allow it to be taken over by someone who can give it the care it needs to go the next 100K, and will be happy to talk with any interested and dedicated Alfisti!

We live in Florida during the winter and the car has never seen snow or salt since its complete body restoration a few years back. I have about \$20 grand in the car, but for the right person \$10 grand would be fine.

I am in Haslett, near East Lansing.
Richard Cole
drrichardcole@gmail.com

Minnesotan **Tim Parker** is selling an engine and block. The engine is "a pretty clean 2-liter **Alfetta engine/bell housing** with some ancillaries." The block is a "clean, washed 2-liter **Alfetta GTV block**." Both are ready for pickup at the Anoka, MN, airport and can be easily lifted into a pickup. Tim will provide photos and serial numbers and can be reached at 651-235-2776. When you call, tell him Tom Heinrich sent you.

Gary Tree is still trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. A Series 2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gjtreehouse@gmail.com

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SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at rabhalter@att.net and share with your fellow Alfisti.

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